

first three Lackawaxen locks, the delay in getting the mules on board the ferry and in putting the boat itself across the Delaware, not less than one day was saved each trip.

During the years in which the aqueducts were under construction, the canal was very active, for the demand for Lackawaxen anthracite was increasing rapidly and every effort was being made to meet it. but nature and the Erie Railroad seemed bound to thwart them. During the season of 1847, which opened March 26, flood waters held up the boats at the Delaware Crossing and at Honesdale for two days in May. In June a breach occurred on the summit level which held up the boats for nine days. In July a freshet made the Delaware impassable for two days and in August a breach occurred at White Mills, blocking traffic for a day and a half. Labor was scarce because of the construction then going forward on the Erie Railroad and elsewhere, and the price of oats, hay, and provisions had risen to new heights. To offset these difficulties, the company offered to pay the boatmen a premium of \$2.00 per trip, but this does not seem to have been sufficient inducement, so the freight rate was increased to \$1.00, 96 cents, or 92 cents per ton, depending upon the length of the trip. Still, the boat owners were not at all satisfied, for those who were still operating smaller boats, which were not fully paid for, did not bother to care for them and in some instances abandoned them outright.